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[22]

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DEATH.

PESTONJEE.—On 13th August, at the
Government Civil Hospital, Hong-
kong, PESTONJEE FRAMJEE VAPIWALLA,
manager of H. Ruttonjee & Son.
Aged 23. Deeply regretted.

HONGKONG OFFICE: 104, DES VOUX ROAD 1/2.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 14TH, 1913.

THE outspoken statements made the other
day by Lord CREWE and Sir EDWARD GREY
to a deputation of opponents of the opium
traffic must have made it perfectly clear
to the Anti-Opium Societies that there are
limits to the philanthropy of His Majesty's
Government—in this matter at any rate.
Lord CREWE in his speech as officially
reported used the most guarded language, it
is true, but the general effect of it clearly is
that his Lordship, having regard to the
evidence brought to his notice through
official channels, does not believe in the
ability of the Chinese authorities to put a
sudden end to the cultivation of the poppy
in China, and, therefore, is not disposed to
make any arrangements for the withdrawal
of the stocks which have accumulated at the
Treaty ports. In his own diplomatic
phraseology, "there are practical difficulties
in the way of disposing of these stocks
elsewhere than in China." But taking this
remark in association with his Lordship's
statement that "if China suppressed the
opium habit in ten years it would be a feat
unparalleled in the history of the world,"
we cannot be far wrong in saying that the
plain meaning of the speech is that his
Lordship, while acknowledging the progress
already made in China towards the suppres-
sion of the habit, concludes from the
evidence brought before him that the

arrangements made in the Agreement with
China, whereby the trade would end in 1916,
may be allowed to stand without doing
any substantial injustice to China, or
giving her real cause for complaint.
Sir EDWARD GREY was still more out-
spoken. He declared it to be doubtful
whether the accumulated stocks at the
Treaty ports were really an obstruction to
China "while China continued to produce
three times as much opium as these stocks,"
and he told the deputation bluntly that
they could not reasonably ask the British
Parliament to buy the accumulated stocks.
We do not gather from the telegram
that any request for the cancellation of the
Opium Agreement came from China itself,
though the Anti-Opium Societies in England
—or, rather, the one or two men who run
them—recently induced the unofficial
Chinese delegate in England to urge his
Government to lodge such a demand, which,
if conceded, would place the Government in
a position to absolutely prohibit the import
into China of the stocks at the Treaty
ports, which the Indian Government have
sold for import into China under the
authority of the existing international
agreement. General CHANG had told these
Societies that the Chinese Government had
not expected that the British Government
would accede to any such demand. If that
be so, the Chinese Government is to be
congratulated upon its practical common
sense. The outspoken speeches of the
British Ministers must, therefore, be regard-
ed rather as a rebuff to the busybodies of
the Anti-Opium Societies in England than
to the Chinese Government. According to
a report made by General CHANG recently
to the Society in Peking which sent him on
his mission to England, Mr. THEODORE
TAYLOR had told him that, although there
was some talk of the British Government
demanding compensation for the obstruction
of the import of the opium stocks into
China, "these demands were mere for-
malities emanating from the diplomatic
officers and that the British Government never
would insist upon it." After the speeches
made by Lord CREWE and Sir EDWARD GREY
we imagine the Chinese Government will
hesitate to accept the word of Mr. TAYLOR
on the question. Clearly the British
Government is relying upon the good
sense of the Chinese Government in the
matter, with some confidence that they
will allow these stocks to be gradually
worked off as contemplated by the Agree-
ment under which they were bought by
merchants from the Government of India
for sale in China. We do not hesitate to
predict that if the imports from India are
annually reduced according to the schedule
of the Agreement, the import of the foreign
drug will cease many years before it will
be possible to say that the drug is no longer
cultivated in China, where it has been a
feature of the landscape for nearly 2,500
years.

The typhoon yesterday was N. W. of
Yap, moving N.N.W.

Captain Tracey, D.C.L.I. left yester-
day for Yokohama where he is to be
married.

The Hon. Mr. David Landale and Mrs.
Landale left yesterday by the *Empress of
Asia* for a short holiday in Japan.

Mr. R. Anderson, the manager of the
Chartered Bank of India, Australia and
China at Taiping, is to be transferred to
the Federal Capital, says a Taiping cor-
respondent.

The construction of the wireless station
at Sandakan is proceeding rapidly, says
the British North Borneo Herald. The
site has been prepared and an operator's
office built. The Chinese who formerly
occupied the land have been compensated
by the Government.

A very popular young member of the
Parsee community in Hongkong passed
away yesterday at the Government Civil
Hospital in the person of Mr. Pestonjee
Framjee Vapiwalla, the manager of
Messrs. H. Ruttonjee & Son's store.
Though but 23 years of age, he had been
nearly six years in the Colony and was
a very popular member of the Parsee
community and enjoyed the respect and
esteem of all with whom he came in
contact. The funeral takes place in the
Parsee cemetery at Happy Valley this
evening at 4 p.m.

The many friends of the late Mr. W.
P. Hale, second clerk, Colonial Secre-
tary's Office, Singapore, says the *Straits
Times*, will learn with surprise and regret
of his death, at the age of 57. Shortly
before his death, he was well enough to
write a letter. It is understood that he
died of cerebral hemorrhage. He leaves
a widow and three sons, the eldest of
whom is in England studying law. Mr.
Hale had been about 40 years in Govern-
ment service and was shortly due to retire
on a well-earned pension. His second son
is a stenographer in a legal firm, while
the youngest is on the staff of the Raffles
School.

PROMOTION FOR MR.
CLEMENTI.

COLONIAL SECRETARY IN BRITISH
GUIANA.

We learn that Mr. C. Clementi, who has
been in the Hongkong Colonial Service
since 1899 and at present occupies the
post of Assistant Colonial Secretary and
Clerk of Councils, has been appointed
Colonial Secretary in British Guiana,
and leaves Hongkong on the 27th inst.
to take up the appointment.

The salary attaching to the post of
Government Secretary in British Guiana
is £1,350 to £1,500 per annum.

Mr. Clementi is assured of the con-
gratulations of the Colony upon a pro-
motion which is well deserved, though
there will be very sincere regret that an
official of his peculiar gifts and excep-
tional local knowledge should be lost to
the Government service in Hongkong.

Mr. Clementi, who was born in 1875,
was educated at St. Paul's School and
at Magdalene College, Oxford. His
University record is given in the reference
books as follows:—"B.A., 1898; M.A.,
1901; hon. mention Hertford school, 1899;
1st class mods, 1896; hon. mention
Ireland and Craven scholarship, 1896;
Boden Sanskrit scholar, 1897; 2nd class
lit. hum., 1898; prox. acc. Chancellor's
Latin essay, 1899." Mr. Clementi came to
the Colony as a cadet in December, 1899. In
the first half of the following year he
studied Chinese at Canton, and passed
his final examination in Cantonese in
December of the same year. For a short
time afterwards he was Acting Assistant
Colonial Secretary and Clerk of Councils,
and then Assistant Registrar-General. In
1905, Mr. Clementi was appointed Acting
Assistant Land Officer in the New
Territories, and as Police Magistrate in
addition. In 1906 he passed his final
examination in Pekingese, and in the
following year went back to the Colonial
Secretary's Office as Assistant Colonial
Secretary and Clerk of Councils, the post
he holds at the present moment. But in
the meantime he was seconded from
January to March, 1908, to attend the
International Opium Conference at
Shanghai, and a year later he was Private
Secretary to the Officer Administering the
Government, in addition to his other
duties. From February, 1911, to July,
1912, Mr. Clementi was Acting Colonial
Secretary and Member of the Executive
and Legislative Councils.

While Mr. Clementi was stationed in
the New Territory he rendered valuable
assistance in the very important work of
allocating and registering all privately-
owned land. He was, with Messrs.
Messer and Wood, a member of the Land
Court which worked in different parts of
the New Territories finally determining
all land claims, and making up the Crown
lease schedules and rent rolls. From
May, 1905, to September, 1906, Mr. Cle-
menti was engaged in issuing to each
land owner in the Northern district a
chop-thin or certified extract of his hold-
ings, and, incidentally, he was enabled
to make many necessary corrections and
additions to the original schedules
attached to the Crown leases.

Mr. Clementi is a member of the Royal
Astronomical Society and of the Royal
Geographical Society. By the latter
Society he was awarded, last year, the
Cuthbert Peak Grant in recognition of
valuable services rendered to the science
of geography on the occasion of a journey
he made in 1907-8 from Kashgar to Kow-
loon, a distance of approximately 3,901
miles, accomplished with no European
companion nor native surveyor. He
covered the distance in 198 stages. Mr.
Clementi published a summary of his
geographical observations occupying 112
foolscap folio pages of print, and in an
explanatory note he states that it was his
practice to take observations for latitude
and for time every evening at sunset. If,
however, the sky was overcast at that
hour, the native servants he happened to
have with him set up by turns throughout
the night with orders to call him directly
any stars were visible. He calculated the
latitude of 141 places, the longitude of
139 places and the height above sea level
of 185 places. So far as he was aware
only eleven of these localities had pre-
viously been determined in latitude, seven
in longitude and eight in height above sea
level, so that his record of the journey
constitutes a valuable contribution to
geographical knowledge.

Besides this record we believe Mr.
Clementi's only other publication is an
"Article on the Poppy from the *Com-
pendium of Literature and Illustrations,
Ancient and Modern*," the original text
being translated and supplemented by an
introduction and notes "in order that
such persons as take an interest in the
opium question may be able to refer to
the *locus classicus* in Chinese literature
on the subject." The article establishes
the fact that the poppy has been grown
in China from the period of the Tang
dynasty (618-905 A.D.), the poppy fields
being described even at that remote period
as a feature of the landscape of Szechuan.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PEACE IN THE BALKANS.

BUKHAREST CONFERENCE
CLOSES.

SETTLEMENT EULOGISED BY THE ALLIES.

LONDON, August 13th.

The Conference at Bukharest closed
amidst banquets and gatherings at which
highly-pacific speeches were made by the
Greeks, Servians, and Roumanian
Delegates, all eulogising the equity and
reasonableness of the settlement.

The Bulgarian delegate, M. Tintcheff,
confined himself to saying that he foresaw
a future rapprochement between
Roumania and Bulgaria.

King Ferdinand's Army order (a
summary of which was given in
yesterday's issue) is regarded as express-
ing the actual sentiments of the country.
It is further remarked that while referring
explicitly to the treachery of others he
says nothing uncomplimentary about
Roumania.

MORE CONGRATULATIONS.

King Carol of Roumania has tele-
graphed to the Kings of Greece, Servia,
and Montenegro congratulating them on
the signing of peace, to which their
Majesties replied returning thanks in
appropriate terms.

King Carol also telegraphed to King
Ferdinand of Bulgaria acknowledging the
conciliatory manner in which Bulgaria
had acted, and hoping that the peace
would bring prosperity to Bulgaria.

King Ferdinand replied admitting that
the end of the sanguinary struggle was
due to Roumania's efforts, and hoping
that the relations between Roumania and
Bulgaria would become more intimate.

LONDON CONFERENCE AGREES TO
COMPROMISE.

The Conference of London has agreed
to a compromise regarding the Southern
Albanian frontier between the claims of
Greece and the demands of Italy and
Austria. The district of Koritza, which
is strongly claimed by Greece, will be
assigned to Albania.

The Conference has also agreed con-
cerning the Aegean Islands.

GREEK DREAD OF BULGARIAN
RULE.

The exodus of Greeks from the country
devolving upon Bulgaria is becoming
formidable. The Greek Government has
been obliged to organise special measures
for relief, and it hopes to be able to settle
the bulk of the refugees in the Plain of
Demirhisar. Thus the Bulgarians will
succeed to a devastated desert.

ALBANIANS AND SERVANS
FIGHTING.

There are reports that sanguinary
fighting has taken place between the
Albanians, commanded by Issa-bilitatz,
and the Servians who crossed the frontier
in the Kroja district, and also that the
Hoti and Gruda tribes are preparing to
fight the Montenegrins, reserving their
incorporation into Montenegro.

THE POSITION REVIEWED BY SIR
EDWARD GREY.

In the House of Commons, Sir Edward
Grey, Secretary of State for Foreign
Affairs, delivered a speech in which he
reviewed the Balkan position. He
announced that the Ambassadors' Con-
ference had adjourned to reassemble
when necessary. The fact of the
adjournment did not afford ground for
any ill-omened inference regarding the
relations of the Powers. He emphasised
the fact that the Conference had reached
an agreement with regard to Albania and
the Aegean Islands, which was the object
of their meetings. An international
Commission of Control would be establish-
ed to create an autonomous Albanian
State under a Prince to be selected by
the Powers. Sir Edward pointed out
that Great Britain was particularly
interested in the Aegean Islands from a
naval standpoint. Our position was that
none of the islands should be retained by
any great Power, and he did not doubt
that Italy would give up her occupation

[THROUGH REUTER'S AGENCY.]

when Turkey fulfilled her part of the
Treaty of Lausanne. It would be entirely
wrong to suggest that there was any doubt
of Italy's good faith. The outstanding
questions were the eventual settlement of
Thrace and the settlement of Macedonia
under the Treaty of Bukharest. He dwelt
on Turkey re-occupying Thrace and thus
disregarding the Treaty of London, but
he pointed out that the Roumano-Bul-
garian Agreement, which was likewise
concluded under the auspices of the
Powers, had also been disregarded. Indeed,
it seemed to him that every State
in the Balkans had disregarded Treaties,
Agreements, and Alliances. But there
was one satisfaction, namely, the cessation
of hostilities. Peace was apparently
assured. He declared that Turkey might
not have got as favourable terms as the
Enos-Midia line if the Allies had not
known that the raising of the question of
Constantinople or the Straits would mean
the intervention of one or more Powers.

British policy towards Turkey was to
consolidate and secure Turkish authority
and integrity in the Dominions of Asiatic
Turkey and the territory behind the
Enos-Midia line. The success of that
policy depended upon the goodwill of the
other Powers. Asiatic Turkey interested
so many of the Powers that whatever was
done must have the consent of all. If
Turkey would not accept the advice of
the Powers, she would eventually meet
with disaster either by financial distress
or armed intervention by one or more
Powers. Turning to the Treaty of Buk-
harest, Sir Edward strongly advocated
a minimum of interference, and affirmed
that if one Power requested a modification
of one point, then it was possible that
other Powers would suggest the revision
of others. It was futile for the
Powers to suggest modification unless
they were prepared to assert their
will by force. Great Britain did not
propose to suggest any modification. The
Powers would require some time to
examine the whole situation with regard
to Thrace and Macedonia before deciding
formally what steps should be taken.

Great Britain would continue to work
as closely as possible with the other
Powers in the interests of a common
peace, but both Turkey and the Allies
should understand that the abstinence of
the Powers hitherto with regard to
forceful intervention did not mean that
under all circumstances any one of the
Powers would not intervene if sufficient
provocation were given.

THE ITALIAN INDUSTRIAL
TROUBLE.

GOVERNMENT'S PROMPT ACTION TERMINATES
THE STRIKES.

MILAN, August 13th.

The strike is practically ended. The
men still out are confined to the metal
industry. The public services have
resumed their normal aspect.

ORANGE AND GREEN.

DISTURBANCES AT DERRY.

LONDON, August 13th.

Disturbances occurred at Derry through
Nationalists attacking an Orange pro-
cession which was celebrating the relief
of that city.

The Orangemen retaliated by firing
revolvers.

The police charged the crowd with
batons, and great excitement prevailed.
The Mayor of Derry, Sir William Mac-
Lear, while rescuing a stranger from the
Nationalists, was struck on the back
of the head with a stone and seriously
injured.

The Londonderry police made charges
and cleared the streets at midnight. One
constable was seriously shot.

THE CHANCELLOR TO ADDRESS
NATIONALISTS.

LONDON, August 13th.

Mr. Lloyd George will address a gather-
ing of Nationalists at Dublin in Novem-
ber, in the week after Mr. Bonar Law
speaks for the Unionists at Dublin.

[THROUGH REUTER'S AGENCY.]

CAMEL CORPS ATTACKED
BY DERVISHES.

A GALLANT DEFENCE.

LONDON, August 13th.

The Somaliland Camel Corps, men-
tioned in yesterday's telegrams, was
making a reconnaissance between
Berbera and Odein when it was
attacked by one or two thousand
Dervishes. The Commandant of the
Corps and about 50 men were killed.
The Corps is retreating towards Sheikh,
whither the Indian contingent from
Berbera is proceeding.

The Hon. Mr. Archer, the Officer
Administering the Government in Somali-
land, in an official despatch from Burao
on the 5th inst., states:—

"The Camel Corps were making a
reconnaissance between Berbera and
Odein when it was attacked by a thou-
sand Dervishes, who are believed to be
advancing on Burao. Two men of the
Company have arrived and reported that
Corfield is dead and Dunn wounded.
Sixty men of the Company are reported
dead. The retreat of the Corps was cut
off and they therefore erected a zareba,
but the Maxim gun became jammed. The
losses of both the Dervishes and friendlies
were exceedingly heavy. I am proceed-
ing with an Indian escort of 20 men and
such friendlies as I can collect to attempt
their succour. I have ordered the Indian
contingent to proceed to our assistance.

In case we are able to retreat on Sheikh,
I have requested the Resident at Aden to
send 300 troops from the garrison at
Berbera."

Continuing his despatch from Burao on
Sunday last, Mr. Archer says:—

"I joined the Camel Corps at two
o'clock in the morning, 18 miles to the
south-east, and safely returned to Burao.
The Dervishes, owing to a shortage in
ammunition, did not follow. Sumners,
the Commandant of the Indian con-
tingent, who accompanied the reconnais-
sance, will advise me on the military
aspect of the situation. He was severely
wounded twice, but not dangerously.
Corfield was killed at the beginning of
the action, but Dunn was not wounded.
The Company's casualties are not
accurately known, but are probably about
50. The Dervishes numbered between
1,000 and 2,000, and were armed with
rifles, and cleared the district of stock.
The tribesmen are moving north. Prob-
ably a Relief Fund will be necessary for
the destitutes. I consider an attack on
Burao possible, and shall evacuate
at night. The Indian contingent occu-
pies Sheikh, where a temporary hospital
will be established."

LATER.

In the House of Commons Mr.
Harcourt read Mr. Archer's despatches,
and said that the India Office had
authorised Aden to send 300 troops to
Berbera, and the Admiralty had ordered
a gunboat stationed at Muscat to proceed
to Berbera. Mr. Harcourt concluded,
"I am sure the House will wish to
recognise the great gallantry of all con-
cerned, and especially of Mr. Archer,
who, with only twenty men, went to
succour those in distress." (Cheers.)

In reply to Mr. Dillon, Mr. Harcourt
stated that he had no information as to
why the Camel Corps was so far from the
coast.

"AGGRAVATED FOLLY."

The *Times* says that the first question
the Government will have to answer is why
such a dangerously small force, inviting
disaster, has been sent to Odein. "We
unreservedly supported the policy of
evacuation in 1910," says the journal,
"but the astonishing disclosure that has
now been made that the very course Col.
Seely vividly condemned has been
followed with very accompaniment of
aggravated folly. Mr. Harcourt's approval
last January of the exploit of the
Camel Corps near Hargeisa shows that
the policy of coastal concentration was
then officially abandoned. Mr. Harcourt
may have persuaded himself that he was
merely undertaking punitive police opera-
tions, when he was in fact sending 150
men to measure their strength against the
Mullah after Great Britain had spent
£3,000,000 in despatching an Army of
7,000 on the same errand without achiev-
ing a permanent result."

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE INCREASED COST OF LIVING IN GREAT BRITAIN.

LONDON, August 13th.

A Blue-book, based on the recent Board of Trade enquiry, estimates the increase in the cost of living in Great Britain during the past seven years at 10 per cent., chiefly in food and clothing. Rents have undergone practically no change. The rise in workers' wages has been only one to five per cent. London is the dearest place in which to live and the Midlands the cheapest.

REVENUE BILL WITHDRAWN.

LONDON, August 13th.

Mr. Lloyd George on Tuesday evening withdrew the Revenue Bill, introduced for the purpose of remedying the complaints of small property owners and builders against the 1910 Budget, owing to the impossibility of coming to terms with the Unionists and the extreme radicals. It will be again introduced during the next session in a different form.

JAPAN AND EX-PRESIDENT DIAZ.

WASHINGTON, August 13th.

A favourable impression has been caused here by Japan's intimation that it will receive ex-President Diaz of Mexico only as a private individual.

Advices from Vancouver, where Diaz is awaiting a steamer, state that he is going to Japan regardless of that country's attitude towards his mission.

ATTEMPTED REVOLUTION IN VENEZUELA FAILS.

WASHINGTON, August 13th.

The attempt by ex-President Castro to create another Revolution in Venezuela has failed, and the leaders in the Eastern part of the country are prisoners.

THE GOVERNOR OF NEW YORK.

LEGISLATURE ADOPT RESOLUTION FOR IMPEACHMENT.

NEW YORK, August 13th.

The State Legislature of New York has adopted a motion in favour of the impeachment of Governor Sulzer, who is alleged to have speculated wholesale with Electoral funds.

MEDICAL CONGRESS CLOSED.

NEXT CONGRESS TO BE HELD AT MUNICH.

LONDON, August 13th.

The Medical Congress closed with an address by the Rt. Hon. John Burns, President of the Local Government Board, who dwelt on the relationship of medicine and public health, in which he emphasised the cosmopolitanism of medical knowledge and the importance of preventive medicine.

A number of suffragettes who were continually interrupting Mr. Burns were ejected.

The next Medical Congress will be held at Munich in 1917.

DEATH OF AN INDIAN PHILANTHROPIST.

BOMBAY, August 13th.

The death is announced of Sir Peerbhoy Adamjee, a well-known philanthropist, whose charities amounted to upwards of fifty lakhs of rupees.

ENGLISH CRICKET.

LONDON, August 13th.

Gloucestershire beat Hampshire at Cheltenham by 28 runs.

News has been received in Bombay of a fatal accident to Mr. Claude Haines, of the Eastern Telegraph Company, while on his way to England on the Natal line steamer *Umba*. Heavy weather was encountered on July 20 in the Arabian Sea and in a lurch of the vessel Haines was swept overboard. Attempts were made at rescue but without avail. Haines, who was thirty-three years of age, and had been in the company's service fifteen years, was very popular in Bombay, especially in sporting circles. He played rugby for the Gymkhana and was one of the mainstays of the team.

THE SITUATION AT CANTON.

YESTERDAY'S FIGHTING.

LOOTING IN THE CITY.

[FROM OUR SHAMEN CORRESPONDENT.]

CANTON, August 13th.

News came to Shamene this morning that the whole of Wai Oy Street had been looted and that the looting was still going on at 11 a.m. The Luk Kwan had got out of hand and started off in parties to whatever shops and houses they took a fancy to. I interviewed a shopkeeper who owned a tea shop there and he explained that shots were fired to frighten the inhabitants and merchants but that he does not know of any one being killed in his section of the street. He hid all the money he had and protested that he had none, but the soldiers made a systematic search and came across everything there was to find. Wai Oy Street is one of the two main streets in the old City and runs straight from the East to the West Gate, while many of the principal Yamen are entered from it. This merchant's shop is quite near the Yamen and he says it was the same troops (Second Division) who burned down the Viceroy's Yamen earlier in the night. All the gates of the city are shut and it is impossible to get inside. Even the Shi Kwan is deserted.

LUNG GETS NOTICE TO QUIT.

The First Division are reported this morning to have sent a notice to Lung Chai Kwong giving him 12 hours' notice to leave Canton. This is only another way of saying that they will join, or very likely have joined, the Second Division. This probably accounts for the figures given this morning of those in revolt against Lung.

FIGHTING ON THE BUND.

There was a skirmish this morning about 6.30 between some of Lung's soldiers and other troops near the Canton Hospital at Kufow on the New Bund. This, and other irregular firing had the effect of absolutely clearing the Bund of people and also clearing the river front of boats, so much so that all the sampans and junks could be covered by giving 20 as their number, while at an ordinary time the number is nearer 2,000.

DAD SHOOTING.

An eye witness of the shelling from the top of the Uniform Factory at Tung Shan informed me that the aim of the soldiers was anything but good, and that the timing of the fuse was bad. Many shells burst in the air, and from a spectacular point of view provided a fine sight, but could not possibly do any serious damage. The most of this firing seemed to come from a point between Sha Ho and the North Gate, where a considerable number of men must have been posted.

A TRIP DOWN RIVER.

I made a trip down the front reach of the River this morning to ascertain if Lung's troops were in the vicinity, and where the gunboats were situated. Fourteen gunboats were drawn across the river at Dutch Folly, completely blocking the farway, and only a small launch or motor-boat could pass. These boats were passed fairly close, and I observed they all had their guns trained on the city. Only two Customs launches, which were making for the Shamene, were passed, the shipping being noticeably absent. Here there was firing going on, apparently from the Admiralty, in a Northern direction. A company of soldiers were also to be seen here marching along the Bund with flags flying. On the river below Tai Sha Tou there were eight more gunboats moored, and at this spot, where hundreds of sampans and junks take shelter, there was not a boat to be seen, which seemed to suggest that there had been some fighting around. At the southern end of Kaiper Island, and at the First Barrier there were again a number of gunboats situated, but Lung's soldiers were not to be seen anywhere. Here and all the way back to Shamene by the Buck Reach everything was quiet and peaceful, and in the small villages by the water side the people were going on with their daily work just as usual.

THE CAUSE OF THE TROUBLE.

It is said on all sides that the real cause of this trouble is the fact that Lung brought these piratical soldiers of Wong Wo Shan's brigade with him, and that had he come alone or with only a small company of his own as a body guard he would not have met with any resistance.

THE WHEREABOUTS OF LUNG'S TROOPS.

At present the main idea seems to be that Lung's troops have repaired again to Wongsha from which district they will take the offensive against the Luk Kwan, stationed at the North of the City, and he able to force an entrance. If fighting takes place here the Shamene is sure to suffer, as even if the Chinese were good marksmen, which they have shown they are not, shells would be sure to drop in the foreign Concessions.

RAILWAY FERRIES SUSPENDED.

The Railway ferries which ply between the lower steamer wharf and Shek Wai Tong and Wongsha have not been running to-day and our trip down river we met one of them laden with troops putting in at the Bund, near the big theatre on the East Bund. It looks as if they had been commandeered by one side or the other.

VALUABLES BEING RETURNED TO SHAMENE.

All the morning there has been a repetition of the procession of coolies bringing silk and other valuables on to the Shamene. In many cases goods have been looted while being conveyed there, and there are several stories of quantities of goods, together with the coolies, having mysteriously disappeared whilst on the way. Nevertheless the valuables continue to be brought in, and the Shamene must be pretty full up.

TELEGRAPH LINE DESTROYED.

There has been no means of communication with Hongkong to-day by wire and it is not known when communication will be restored. The line has been cut somewhere around Tung Shan, either maliciously or by the shells falling in this direction.

FIVE-STORIED PAGODA RIDDLED.

The Five-Storied Pagoda has been hit in several places and there are several holes through which light can be seen. It is a wonder that there is any of it left, and what does remain owes its existence to the bad marksmanship.

SURRENDER OF THE WOOSUNG FORTS.

The Woosung forts surrendered to the Government forces yesterday. The warships had been bombarding the forts intermittently for several days past, evidently with considerable effect and on Tuesday the loyal troops began an attack and the rebels hoisted the loyal flag and surrendered. A fort near by is still in possession of the rebels.

CHINESE POLITICAL REFUGEES IN JAPAN.

Wu Hsu Man, one of the many ex-Tatung of Canton, is reported to have arrived at Meiji, whence he proceeds to Kobe, where Dr. Sun Yat-sen landed a few days ago.

EXCITING SCENE IN THE HARBOUR.

AN ELEPHANT IN THE WATER.

There was an exciting scene in the harbour last night. The German steamer *Tsingtau* brought up an elephant from Siam, which had to be transhipped into the *Lyomaru* for Japan, the elephant being intended for the Zoological Gardens at Kyoto. As the *Tsingtau* was lying in the stream and the *Lyomaru* at the wharves, the elephant had to be transhipped on a lighter. After a great deal of difficulty the elephant was got out of the *Tsingtau*, but no sooner was it on the lighter than it majestically stepped over the side, plunging deeply into the water. The sudden immersion put the elephant in a great rage. It was able to swim, however, but as the coolies tried to get slings over its head, the animal lashed the water furiously with its proboscis, roaring the while, and creating great excitement among the boating population. The difficulty was to get it ashore, and this was finally accomplished by towing it to the police basin. The animal submitted to this quite calmly. For the purpose of the disembarkation of the elephant from the *Tsingtau* a rope had been tied to one of the animal's legs, and was still on him when he walked off the lighter into the water. Gaining the end of this rope, the coolies were able to take him in tow to the police basin, where about fifty coolies got hold of the rope and pulled the elephant to the slip. He walked up none the worse for his plunge and bath, and was made fast to the capstan there, a large crowd of Chinese having assembled to witness the landing. A Siamese attendant was rather badly hurt in the effort to rescue the elephant.

The prospectus has been issued of Borneo Stock Farms, Ltd., with a capital £20,000, in shares of £1 each, of which 20,000 shares are offered for subscription at par. The company is formed for the purpose of acquiring the option from Mr. John George Poole, as granted to him by the British North Borneo Company, to select up to six thousand acres of land in the Keningau Valley, British North Borneo, for the purpose of raising stock, including cattle, horses, buffaloes, sheep, goats and pigs.

ENQUIRY INTO A HARBOUR COLLISION.

An enquiry was held before Mr. E. Jones (Assistant Harbour-master) at the Marine Court yesterday into the collision between the steam launch *Tai Ching* and a lighter in tow of the steam launch *Emerald*, which took place in the Harbour on the 1st inst.

Mr. W. E. L. Shenton (of Messrs. Deacon, Looker, Deacon & Harston) represented Messrs. Shewan, Tomes & Co., and Mr. R. C. Faithfull appeared for the owners of the *Tai Ching*.

Leung Shiu, master of the *Emerald*, stated that on the 1st August his launch was towing two lighters belonging to the Green Island Cement Company, and when about 200 feet south-west of Kowloon Ferry pier witness noticed a launch's red and white light at right angles to his course. When it was about 200 feet away from witness' launch witness gave a long blast of the whistle, and steamed ahead. The other launch came on and struck one of the two lighters, which were being towed alongside one another. After striking the lighter four blasts were given on two occasions by the *Tai Ching*. Witness then cast off the tow and proceeded to the *Tai Ching*, to save life. The launch, however, did not require assistance and steamed away. The *Emerald* took up the tow again and when near Holt's wharf the damaged lighter sank. There were 710 bags of cement on board. The lighters were being towed to the Cement Works at Hokun Bay. Witness carried two mast-head lights and red and green lights. Each of the lighters had a white light at the stern about 15 feet high. The mast-head lights were both situated above the awning—the lower one about 10 feet and the upper one about 13 feet from the deck.

A seaman on board the *Emerald* gave similar evidence and added that the speed of his launch would be, when towing, about three knots per hour. He was of opinion that the speed of the *Tai Ching* must have been about eight knots.

Capt. Arthur, of Messrs. Goddard & Douglas, deposed to examining the *Tai Ching*. The launch was badly damaged, principally in the bows, due to the collision, the upper part of the stem being completely carried away, while the bow planking was opened up. He thought it was an end-on blow. He also surveyed the lighters and he was of opinion that the *Tai Ching* struck the fender of the lighter first and crashed into the planking later about the bilge. The speed of the *Tai Ching* must have been considerable to do the damage she did.

Chan Ki, the coxswain of the *Tai Ching*, said the launch left Yamnati at about 9 p.m. for the Central Market. About five minutes after leaving his launch struck the lighter. Witness did not see them because they had no red or green lights. There was one white light at the stern of the launch. It was a very dark and overcast night, and witness could not see any stars or the moon. Witness first saw the white light when about 100 feet from the lighter. At the time the *Tai Ching* was steaming about nine knots. About 50 feet from the launch witness reversed his engines and put the helm hard to port, but it was too late. Witness sounded four blasts twice, but the *Emerald* did not stand by to see if assistance was required. Witness did not wait, because he had over 40 passengers on board, and the launch was shipping water. One passenger fell overboard, and witness rescued him. He steamed across the Harbour to the Praya wall near the Central Market, and about 17 minutes after arrival the *Tai Ching* began to settle in the water.

The seaman on the look-out on the *Tai Ching* also gave evidence. He said he was not at the end of the bows when keeping his look-out. He only saw one white light at the stern of the steam launch when about 50 feet away.

The witness was questioned at length by Mr. Jones as to the lights on the lighters and the *Emerald*, but he adhered to his statement that at no time did he see more than the one white light.

The Court found that the lights of the launch and lighters were as laid down in the rules, and that the master of the *Tai Ching* was solely to blame for the collision, for it was apparent from the relative positions of the launches that the lights of the *Emerald* must have been seen some minutes before the collision. The Court therefore suspended the ticket of Chan Ki for three months, and ordered that at the expiry of that period Chan Ki should appear before the Court for further examination.

THE SOTTO CASE.

The parties in this case were informed yesterday by the Magistrate's clerk that Mr. Hazelland will deliver his judgment in the motion for dismissal presented by Mr. Geo. K. Hall Brutton, solicitor for the defence, next Saturday, at 11 a.m.

SUPREME COURT.

Wednesday, August 13th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUNISH JUDGE).

CLAIM UNDER AN INSURANCE POLICY.

The hearing of the case in which Ip Tau Sam is suing the Po Wah Insurance Company to recover \$1,000 was continued yesterday. Plaintiff's claim is as assured under a policy of insurance dated 24th May, 1910, made by the defendants under their common seal against damage by fire during one year from the 24th May, 1910, to the 24th May, 1911, for \$700 on a dwelling house and \$300 on fixtures therein in consideration of a premium of \$25 paid by plaintiff.

Mr. W. B. Hind (of Mr. G. K. Hall Brutton's office) appeared for the plaintiff, and Mr. P. W. Goldring (of Messrs. Goldring & Bass) represented the defendant company.

Mr. Goldring informed the Court that owing to the troubles in Canton he could not get any of his witnesses down, and Lai Mui Ting, the last witness, was not present. He did not know whether Mr. Hind had finished with him or not.

Mr. Hind—I have not. I am in the same difficulty as my friend, and have had to cut my case short.

Mr. Goldring—I am going to ask later on for a commission to go to Tientsin to take evidence.

Mr. Hind—It is absolutely too late to ask for any commission.

Mr. Goldring—That is a matter for argument after I take out my summons. I have only two witnesses at present, the Canton agent and one of the secretaries of the defendant company. With your Lordship's permission I will call the agent first. The present state of affairs at Canton makes it very difficult to get anybody.

The Canton agent of the Po Wah Insurance Co., said he had known the plaintiff for ten years. The latter was a Chinese doctor, and had a firm styled the Shui Wo Tong. Witness often visited plaintiff at that firm, and on behalf of the defendant company accepted a risk on houses Nos. 7 and 9 for \$1,000. When witness last visited plaintiff there was a signboard between the houses.

What did that signboard say?

Mr. Hind—I don't know whether my friend can get that in evidence. It is verbal evidence of a written document.

His Lordship allowed the question, and witness replied, "Ip Tau Sam (fill the purse), Doctor."

Was there any other signboard over the premises?—Only one signboard is required by a doctor.

Continuing, witness said he knew plaintiff was the owner of the Shui Wo Tong, because plaintiff told him so. The cost of rebuilding house No. 9 after the fire was \$720. The contract price was cheap because the four walls were standing.

In cross-examination plaintiff said the Shui Wo Tong was a drug shop. Plaintiff told him he was the owner of the shop which he approached witness to insure houses 7 and 9. The policy was prepared in Hongkong from a draft sent by him, and when he received it he handed it to plaintiff.

According to the policy only house No. 7 was shown as being insured, and Mr. Hind asked—If No. 9 had been burned down, would you have paid for it under that policy?

Witness—Yes.

Mr. Hind—You are more generous than you are showing yourself to be in this case.

The further hearing was adjourned.

THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night, a crowded house accorded a warm welcome to the Bandmann Opera Company on their return visit for a brief season of three nights. That screamingly-funny musical comedy, "The Pink Lady," was chosen for presentation, and the work of the Company in this piece was markedly successful. The many ludicrous situations in the comedy were brought out to the full and the audience were delighted.

There are many parts in the piece, but the dominating personality throughout was Miss May Glenn, who took the title rôle with the utmost success. Her acting and her songs were quite up to her usual standard and she was warmly applauded. The hit of the evening must, however, go to our old friend, the ever-popular and ever-gentle Frith, for his topical song, which brought the house down. Everything he did or said evoked mirth, and his reception was most enthusiastic. Mr. Victor Gouret fulfilled the character of a Satyr splendidly, and the episodes with his wife—a part acted with much vivacity and ability by Miss Marjorie Cecil—were extremely funny. Mr. Fred Coyne, as Lucian Garidel, Miss Addie Leppard, as Angèle de Verrier, Mr. Leonard Granby as Lucian's rival for the affections of Angèle, and Miss Annie Romané lent effective aid to the principals.

To-night the Company stage "The Dairymaids."

POETRY AND AFFLUENCE.

NO GOOD VERSE WITHOUT GOOD INCOMES.

Running counter to all decent tradition is the fact that the really "successful" poet of the later period of England's literary history is never a man or woman in a chronic state of financial embarrassment. The days when a genius of the stamp of Goldsmith lay abed till some Johnson brought him a guinea to help him to get up are gone by. Grub Street is unknown to those who are enabled to carve a way to fame by means of their verse. Indeed, it would seem that poverty and good poetry no longer go together, and if there be an occasional exception it only goes to prove the rule.

The late poet Laureate, for example, was never called upon to embarrass his Muse by driving her to earn half-guineas for him. His people were well-to-do, landed manufacturers, and from them he inherited a sufficiency that enabled him at all times to work without anxiety, and to purchase the beautiful house which he has made famous through his prose, if not by his verse.

Nearly all the great poets who have died in recent years have left estates which showed that they lived in comfortable conditions, if not in affluence. Swinburne's property, which he left to his friend, Mr. W. Theodore Watts-Dunton, was valued for probate at £24,255. Lord Tennyson left £37,200 and William Morris over £55,000. Robert Browning's will was proved at £18,775, and it has been seen lately how much certain realisable fortunes of his estate were worth in open market. While Matthew Arnold could never be regarded as a poor man, he left behind him only £1,040, but Coventry Patmore's estate amounted to £3,777, and Lockier-Lampson's to no less than £30,410.

All records go to show that even if poetry does not make money, it is usually accompanied by that useful commodity.

INTIMATIONS

WATERY ECZEMA ON HEAD AND FOREHEAD

Head and Ears Were Right Raw. Red and Scabby Patches at First. Always Scratching and Rubbing. Cuticura Soap and Ointment Cured.

College Road, Framlingham, Suffolk, Eng.
"My boy's head and forehead, under his ears and on his shoulders, were affected with watery eczema. When he began to have it, The rash kept going out on his forehead to his ears. Then his head and ears were right raw. The eczema looked like red and scabby patches at first when you touched them water oozed out of them in raw places. He did itch very much, he was always scratching and rubbing. I don't think it stopped him much from sleeping, more of day times. He was fretful at times. The eczema took all his hair off that bit it has grown thick again since his head has been well."

"I tried—first but they did no good. Then I saw in the paper about Cuticura Soap and Cuticura Ointment. I used the complete treatment, both Cuticura Soap and Cuticura Ointment every morning and they cured him. Cuticura Soap and Ointment gave my boy a beautiful skin." (Signed) Mrs. M. Woods, Jan. 11, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A single set is often sufficient when all else fails. Samples of each with 32-p. book, free from nearest depot: F. Newbury & Sons, 27, Charterhouse St., London; E. Town & Co., Sydney; N. S. W.; London, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter D. & C. Corp., Boston, U. S. A. Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-25]

HOWARD WATCHES.

THE AMERICAN WATCH

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THE PRICE OF THE HOWARD WATCH IS FIXED

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[41]

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Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter TAZ SHANAGH.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 53. Telephone No. 12. Telegraphic Address: "PRESS." Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTTIERRES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 24th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTTIERRES.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

St. George's Building,
Hongkong, 13th August, 1913. [972]

VICTORIA RECREATION CLUB.

THIRD NIGHT FETE will be held in the Swimming Enclosure on SATURDAY, 16th inst., commencing 8 p.m. sharp. Excellent Programme, Special Feature—220 yards Scotch Race—trial for likely Interport Representatives. Band in attendance.

Admission:—Non-Members, 5/-; Ladies and Children, 3/-; Soldiers and Sailors in uniform, 50c.

FRANK LAMBERT,
Hon. Secretary.
Hongkong, 14th August, 1913. [973]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"
Capt. Jacobsen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or Kowloon Wharf and Godown Co., Ltd., at Hongkong and/or Kowloon whences delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rest.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 19th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "Trelleborg" from Abus.
Ex s.s. "Germania" from Göteborg.
HAMBURG-AMERICA LINE,
Hongkong Office.

Hongkong, 13th August, 1913. [970]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"
From LEITH, MIDDLESBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or Kowloon Wharf and Godown Co., Ltd., whences and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th Aug. will be subject to rest.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th Aug., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th Aug. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 13th August, 1913. [971]

WANTED AT ONCE.

SHORTHAND-TYPIST. High Salary offered. Nobody but thoroughly competent persons need apply—
P. O. Box No. 387,
Hongkong, 11th August, 1913. [962]

SITUATION WANTED.

YOUNG MAN due to arrive Hongkong P. & O. S.S. 17th Sept. 3th September, desires situation. General Office Experience. Steady, Accurate and Reliable. Good References. Address—
"J. S."
Care of "Daily Press" Office,
Hongkong, 13th August, 1913. [968]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. R. Buntjoe & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Choice and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.
D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 16th day of August, 1913, at Noon, for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts to 30th June, 1913.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 4th August, to SATURDAY, the 16th August, 1913 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, 31st July, 1913. [926]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have This Day Declared an INTERIM DIVIDEND for the Half-Year ended 30th June, 1913, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after MONDAY, the 18th inst.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th inst. to the 16th inst., both days inclusive.

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 8th August, 1913. [959]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [958]

MASSAGE.

SKILFUL. Safety in the General or Electric.

Miss MORITA,
Care of NIMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [952]

FOR SALE.

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GOLDING & RUSS,
Solicitors,
6, Des Voeux Road.
Hongkong, 29th July, 1913. [916]

FOR THE SUMMER MONTHS

SPECIALITIES

CORNED OX TONGUES.

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CORNED PORK.

PRESSED BEEF.

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These are a few of the delicacies offered for sale by

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POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

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Just Received

FRESH SUPPLY OF

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OR

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PRICE ONE DOLLAR.

Giving all the Important Towns en route

from CANTON to WUCHOW.

Hongkong, 5th April, 1913.

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The NEW IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

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\$2.50 AND \$5.00 PER SUIT.

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BEST MATERIALS AND WORKMANSHIP.

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

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SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

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THEATRE ROYAL.

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FOR TWO NIGHTS ONLY.

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MAURICE E. BANDMANN Presents

THE NEW

BANDMANN

OPERA CO.

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The Ever Popular and Fascinating

THE DAIRYMAIDS

From the Apollo Theatre, London.

FRIDAY, AUGUST 15,

FAREWELL PERFORMANCE this year.

When Hongkong's Favourite Musical Play will be staged.

"AUTUMN MANOEUVRES,"

From the Royal Adelphi Theatre, London.

Doors Open at 8.30. Commence at 9 sharp.

Booking at MOUTRIE'S.

PRICES: \$3.50; \$3; \$2 & \$1.

Hongkong, 2nd August, 1913. [932]

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SEASON!

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STYLISH BATHING DRESSES and

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FINEST VOILES, STRIPED, FLOWERS

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FINEST MUSLINS, PLAIN and DOTTED,

EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for

Quality, Style and Prices.

HOOSAIN-ALI & Co.,

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Hongkong, 26th June, 1913. [45]

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For the HONGKONG AND SHANGHAI

BANKING CORPORATION.

N. J. STABB,

Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA,

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INCORPORATED BY ROYAL CHARTER, 1853.

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A. S. HEWITT,

Acting Manager.

Hongkong, 14th April, 1913. [181]

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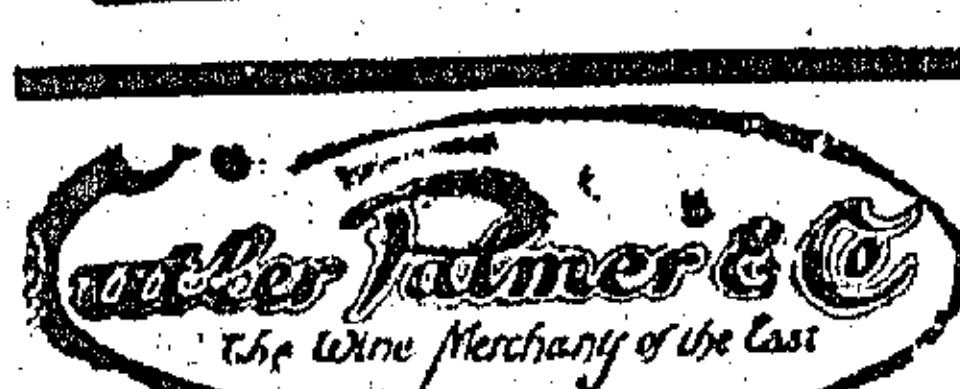
of Banking and Exchange Business, receives

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2 per cent. per annum on Daily Balances.

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"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NYANZA"
Arrived Hongkong on 6th August, 1913.
From ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where such
Consignment will be sorted out. Mark by Mark
and delivery can be obtained as the Goods are
landed.
Optional Goods will be landed here unless
instructions are given to the contrary within
6 hours.
Goods not cleared within 8 days including
date of arrival will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
Damaged packages must be left in the
Godowns for examination by the Consignees
and the Company's surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS and
THURSDAYS. All Claims must be presented
within ten days of the steamer's arrival here,
after which date they cannot be recognised.
No Claims will be admitted after the Goods
have left the Godowns.

E. J. ETT, Intendant.
Hongkong, 5th August, 1913.

S.S. "AUSTRALIEN,"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex
s.s. "Medoc" and "Normand" and
from Havre ex s.s. "Medoc" in con-
nection with above Steamer are hereby
informed that their goods with the exception of
Opium, Treasure and Valuables are being
landed and stored at their risk into the
heavens and on extra hazardous Godowns of
the Hongkong Kowloon Wharf and Godown
Co., Ltd. at Kowloon, where delivery may be
obtained immediately after landing.
Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before No. 10 To-day requesting it to be landed
here.

Bills of Lading will be countersigned by the
Undersigned, Goods remaining unclaimed after
18th inst. at Noon will be subject to rent and
landing charges.
All claims must be sent in to me on or before
the 21st inst., or they will not be recognized.
All damaged packages will be examined on
18th inst. at 10 A.M.
No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent.
Hongkong, 10th August, 1913.



CHAPOTEAU'S
PROPHO-CALCAREAT OF LIME
It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

THE NEW FRENCH REMEDY, No. 1 & 2
THÉRAPION
It increases vital energy and nerve
force, cures Neurasthenia, Dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

INSIDE THE SHANGHAI ARSENAL.

[FROM THE "N.C. DAILY NEWS,"]

A VISIT TO THE DEFENCE LINES.
AN IMPREGNABLE POSITION.

August 6th.
For the first time since the fighting
ceased it was possible yesterday afternoon
to visit the Arsenal and to see for oneself
the wonderful system of defences against
which the rebel forces hurled themselves
night after night in vain. At the same
time it may be mentioned that the Arsenal
does not welcome visitors. The guard is
strictly mounted. Only those with passes
may enter, and even they, and they are
very few indeed, are subject to constant
challenge.

THE ONE DANGER SPOT.

Approach was made from the river side
by launch, and as one went upstream
past the Chinese cruisers the launch was
subject to sharp scrutiny from each ship.
Each night a different system of signals
is employed, and no unrecognized launch
may pass. Just above the Chinese water
works one comes upon the first evidences
of fighting. On the fore shore is stretched
a dead man in khaki uniform. Beyond
him about a quarter of a mile into the
country was the mud fort referred to in
earlier accounts of the fighting. On the
top of this the rebels had mounted two
4.7in. guns, and for the first hour and a
half of this fort gave Admiral Tseng no little
anxiety. A well-aimed shot from one of
the ships dismounted a 4.7in. gun and
effectually silenced the fort, the guns of
which were ultimately captured by the
loyalists. From that moment Admiral
Tseng says he had no further anxiety in
any of the attacks.

REPLIES FROM THE CITY.

At the jetty yesterday afternoon a
number of lighters were unloading arms
and ammunition which had been secured
by the Government troops in Nantao
earlier in the afternoon. It may be
mentioned here that Nantao and the city
is being swept clear of rebels by Admiral
Tseng's troops, and no rebels are now
left, at any rate in arms, on the southern
side of Shanghai. Altogether some 7,000
good rifles, together with an enormous
quantity of ammunition and a great deal
of useless armory were taken yesterday
afternoon, but the exact figures for the
moment cannot be given.
At one point the explorers brought to
light two robbers who were keeping watch
over a quantity of valuable jewellery.
Apparently they hoped by keeping quiet
to escape detection, but they were caught
and sent under guard to the Arsenal.

AT THE WEST GATE.

From the jetty one made one's way
along the river front to the extreme west
end of the Arsenal. Just outside the
west gate deep trenches had been dug,
and behind these in earth works were
two or three machine guns. On the other
side the roads had been cut down for a
distance of about three hundred yards
toward the gate, and this ground was
covered with wire entanglements, while
away to the right, inland, one could see
more earthworks, guns, sentries and wire
entanglements, and the walls of the
Arsenal buildings were full of loopholes
for firing, stretching out in the direction
of the railway line. This gate was the
scene of the third attack which took place
on the morning of the fighting from the
direction of Lungshu, but it was not a
heavy assault; and it would appear
that at no time were the attacks from
Lungshu very serious, the rebels being
nervous of getting away from their base
at Nantao.

WONDERS IN WIRE.

From the west gate one went to the
little west gate, which is near the railway
line and bore the brunt of the attack from
St. Catherine's Bridge.
All round here to the north gate and
on to the river side the attack was increas-
ingly heavy, and the defences against it
could scarcely be called by the best
engineers. In particular beyond the
north gate there is a series of entrench-
ments not to be surpassed, with wire
entanglements reaching right out into the
country towards the railway line, one
within the other; and right inside the
Arsenal wherever a road turns or opens
into another there one finds more
entrenchments, piled high with bags of
earth and mounted with machine guns.
The wire entanglements are so cleverly
arranged that while the Government
troops know their way through them, no
stranger can move a yard without being
tripped up. On the top of the north
gate a machine gun is mounted and with
this the whole country outside the
Arsenal towards St. Catherine's Bridge
could be raked.

A SCENE OF DESTRUCTION.

It is clear that the attack was pressed
very closely here and there is no question
that it was repulsed with very great loss.
At the same time none of the buildings
of the Arsenal proper appear to have
suffered in any way, while on the river
side all appears absolutely as usual. On
that side lie the store rooms full of
ammunition and mines, and it is not
pleasant to think what might have
happened if a shell had lit on one of
these.

To go back to the day of the fighting—
as was described in these columns, the
first attack was delivered from Nantao
against the main gate. This failed, and
the second attack was delivered from
St. Catherine's Bridge against the north
gate and the little west gate. The last
desperate attack which took place on
Monday night was against the main gate
and the north gate. The scene of destruc-
tion here have been mown down, or are
cuddled with bullets, trees and telegraph
poles have been cut away; and still it has
to be recorded that of the defenders of
the Arsenal not two dozen in all the
week's fighting were killed or wounded.
But at one time and another the attack
certainly got very close in here.

A CONTRAST IN ENERGY.

Directly the fighting was over on the
first Wednesday morning the loyalist
troops pushed out rapidly from the north

WM. POWELL, LTD.
TELEPHONE 346.



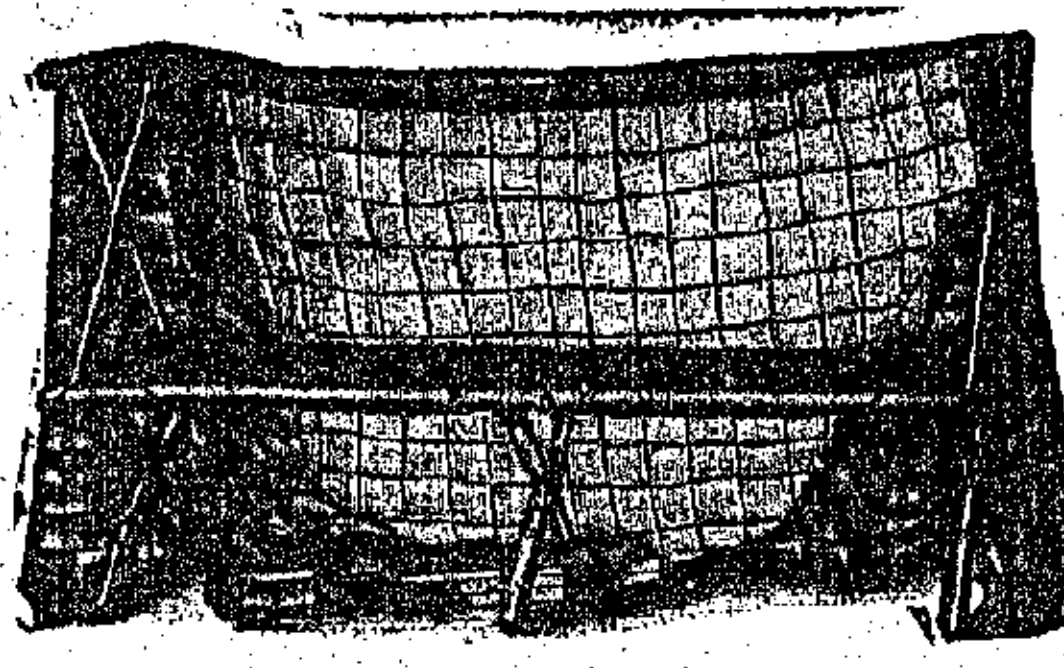
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CAMP
BEDS.**

LIGHT. STRONG. COMPACT.

\$7.50 EACH.

**MOSQUITO
RODS
AND
FINE MESH
NETS**

\$6.50 SET



gate of the Arsenal and in the next two
days threw up the lines of entrenchments
referred to above. As an illustration of
the difference between the two forces it
may be mentioned that whereas the rebels
were in possession of the Arsenal for
eighteen months and never dug a single
entrenchment, the chief of the lines of
defence were constructed by the Govern-
ment troops in about four days.

From the river on the south side right
round to the west gate is a distance of
about one and a quarter miles and all
this has been surrounded by trenches, not
counting the series of trenches within
trenches, redoubts and gun stations which
spread out north and west in all direc-
tions. Here for two or three nights on
end the men slept, waking up to fight,
and then lying down to rest as the attack
was beaten off. The active work done by
them in pushing back the attack is shown
by the eighteen field pieces which they
captured from the rebels and are now
inside the principal gate, apart from the
two 4.7in. guns, taken from the mud fort
by the water works.

A word of description of the trenches
themselves. They are dug about four feet
deep by perhaps three wide, and on the
outer side is an additional rampart of
closely packed bags of earth. Above they
are shielded by matting, with a low space
through which the men may fire, and
planks are placed at intervals on which
the men stand. One is also struck by the
curious irregularity of the lines, some
curved, some straight, some in huge
zigzags—until one realizes that every
angle and curve is so disposed as to cover
some particular point, and to expose the
occupants of the trenches as little as
possible. Further one notices that inside
the Arsenal, where roads are protected by
earthworks, there would never be the
slightest danger of the defenders firing
on each other, notwithstanding the strag-
gling nature of the ways.

In many places there are little encamp-
ments behind the earthworks, matings
about four feet high, well protected with-
out, and here the soldiers were cooking,
eating or sleeping. They appear
thoroughly comfortable, with good mats
to sleep on and an abundance of very
excellent food. Pets they have in quanti-
ties, kittens innumerable, chickens, dogs,
and in one place, at the edge of a dock,
a dozen men or more were bathing, while
a large goose watched them meditatively,
one leg tucked up underneath it, from a
floating rafter.

ON THE ALERT.

When one thinks of the long line of
defence that had to be held by a mere
1,500 men, one may well feel what credit
is due to the Government soldiers for
their energy and watchfulness. They are
all in the highest spirits and appear to
be quite at their ease; but discipline is
strictly preserved. Men spring to atten-
tion as one passes, and sentries stand ever
on the alert; and although the scene
suggests rather a holiday now than war,
one feels that if there were a rebel
left to venture another attack, the first
sound of a rifle would bring every soldier
to his post.

THE SHANGHAI SETTLEMENT.

PROPOSED INCORPORATION OF CHAPEL.

The *China Press* publishes the following
letter, which has been addressed by the
Chairman of the Municipal Council to the
Consular Body:

Council Room,
Shanghai, 31st July, 1913.

SIR,—The present situation as regards the
northern suburbs is such that it appears to
my colleagues and myself desirable that the
hold obtained upon these districts should be
consolidated so that their Civil Administra-
tion may be placed under the Municipal
Council permanently when tranquillity is
restored. The Council has no recent
information as to the progress of the negotia-
tions between the Diplomatic Body and the
Chinese Government with regard to Settle-
ment Extension, but it seems not improbable
that a provisional arrangement might
at once be made, to have effect at the
termination of the present occupation of
these districts by the international naval
landing parties. The Council does not
suggest that the present is a fitting time to
make a definite adjustment of the Settlement
boundary, details of which may well be left

for discussion at leisure, for it is to be noted
that the operations of the past week have
extended into territory considerably beyond
the limit which has been considered suitable
as a revised northern boundary for the
Foreign Settlement.

The many and cogent reasons which have
been set out in favour of this project are
fresh in your memory and in that of the
Treaty Consuls. I need not here recapitulate
them; but among the lessons to be learnt
from the recent Chinese belligerent opera-
tions is the necessity for preventing Chapei,
an area which exceeds by very little one
square mile, set in and bound on three sides
by the settlement, from becoming the
military base of the general in command of
an insurgent army or the headquarters of
the leader of a disaffected party. This
danger is no unreal one, as the seizure of field
guns and other warlike stores has shown.
In view of the foregoing I have the honour
to express the Council's earnest hope that
the Consular Body will communicate by
telegram to Peking, desiring that the repre-
sentatives of the Treaty Powers will make
representations to the Chinese Government
in the sense I have indicated, pressing the
matter as urgent in the interests of the
Shanghai foreign community.

The Council suggests that the present
situation may remain unchanged, that the
international naval contingent may continue
in Chapei, until a satisfactory assurance has
been received of the Government's assent to
an immediate rectification of the boundary.
—I have the honour to be, Sir, your obedient
servant.

E. C. PEARCE, Chairman.

L. J. VAN ZEPPELIN OBERMILLER, Esq.,
Consul General for Netherlands,
and Senior Consul.

The action of the Council in sending this
letter to the Consular Body at the
present time appears to be adversely
criticised in Shanghai, and it is stated
that the proposal does not meet with the
approval of a majority of the Consuls.
The reply of the Consular Body is not
yet to hand.

CHILDREN v. CLASSICS.

BIOLOGIST'S CHALLENGE.

The possession of a baby is of more value
to the State than a first-class certificate in
classics or a silver trophy for sport.—Dr.
M. S. Pembrey.

In the current issue of *Science Progress*
a severe attack on the higher education of
women is made by Mr. M. S. Pembrey,
Lecturer in Physiology at Guy's Hospital
Medical School, and a member of the
Advisory Board of the Army Medical
Service.

The gist of his contention is that "the
so-called higher education of women is not
a good ideal for either man, woman or
the State. Education at a University for
three or four years makes a considerable
demand upon the bodily, mental, and
pecuniary resources of the woman; and
there is little doubt that these would
prove more useful to all concerned if they
were devoted to, or reserved for,
marriage."

Dr. Pembrey further declares that the
"shut cast upon our Victorian mothers
has not been properly resented," and
points out that, though they did not
"glory in competing in mental and
physical contests with men," they could,
and did, bear healthy families.

The numerical disproportion of the
sexes in England is foreseen by Dr.
Pembrey, who argues that these women
for whom there are no husbands at home
should emigrate to the Dominions, where
women are in demand as wives and
helpmates; and in this way "take their
share in building up the Empire."

Enquiries made by a representative of
the *Poll Moll Gazette* in authoritative
educational and other quarters devoted
to the promotion of the welfare of women
from the higher education point of view
produced no result.

When asked for expressions of their
views these authorities made excuses for
not giving them. In one instance the
principal of a well-known educational
institution for women pleaded pressure of
business, although the whole structure is
attacked on which such business is based.

In another case a lady practising as a
physician could likewise find no time to
discuss Dr. Pembrey's views, and in a
third, a lady whose interest in the move-
ment for women's education is publicly
admitted, also—after consideration of the
question—had a pressing engagement.

MOUTRIE'S

SUPPLY

THE PIANO

FIVE YEARS' GUARANTEE.

LIBERAL DISCOUNT FOR CASH.

PRICES RANGE FROM

\$380.00

EASY TERMS FOR HIRE PURCHASE.

S. MOUTRIE & CO., LTD.

[629-2]

A CHOICE SELECTION:

FRY'S KING GEORGE V.

AND

QUEEN MARY CHOCOLATES.
CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY:

FRESH HOME-MADE CHOCOLATES.

WEISMANN, LIMITED.

[63]

JAPAN AND INDIAN COASTING
TRADE.

The last monthly report of the Calcutta
Chamber of Commerce says:—During the
month the Committee had before them a
request, from the Bombay Chamber of
Commerce, for an expression of opinion
upon a representation from the Bombay
manager of the Nippon Yusen Kaisha on
this subject. The following assertions
were made in the representation, namely:
(a) That the subsidy received by the
Nippon Yusen Kaisha from the Japanese
Government is only for the maintenance
of special lines under mail contracts;
(b) That the Calcutta line of the Nippon
Yusen Kaisha is not among these special
lines, and that consequently it receives
no subsidy; (c) That it has therefore to
face unassisted the States of the
British India Steam Navigation Co.,
Ltd., who are paid by the Government
of India a lump sum under their agree-
ment for coasting services; and (d) That
the Nippon Yusen Kaisha have tried,
but have failed, to induce the British
shipping companies to work with them;
that they are following these companies'
current rates of freight; and that the
responsibility for cutting does not there-
fore rest upon them.

In dealing with the statements the Com-
mittee pointed out that, so far as they
can ascertain, the amount of the subsidy
paid by the Imperial Japanese Govern-
ment to the Nippon Yusen Kaisha is
yen 5,067,796, or more than Rs. 70 lakhs
yearly. This sum represents upwards of
23 per cent. on the paid-up capital of
the Nippon Yusen Kaisha. It follows
therefore that, even if the steamers work
at considerable loss, the subsidy still
enables the company to pay a dividend.
An annual subvention on such a scale is
clearly not a mail subsidy. It must be
for the purpose of enabling the company
to compete with foreign companies, and
to extend Japanese trade. As regards
(b) it seems to be merely a technicality
to say that the subsidy does not cover the
Calcutta line. For obviously it is suffi-
ciently heavy to enable the Nippon Yusen
Kaisha to run such a line even at a loss.
In answer to (c) the Committee said that
the subsidy paid by the Government of
India to the British India Steam
Navigation Co. is 10½ lakhs. This sum
is granted specifically for the provision
of regular, frequent and fast sailings on
sixteen lines the trade on which would
not, it is admitted, suffice to maintain
vessels equal to the postal requirements.
The subsidy works out to less than 1s.
per mile; and it cannot be compared with
the enormous sum paid to the Nippon
Yusen Kaisha by the Japanese Govern-
ment. Moreover, the other British com-
panies in the Indian coasting trade are
not subsidised by the Government of
India at all. With reference to (d) the
Committee quoted cases where rates lower
than those charged by the British lines
have been introduced by the Japanese
company. And in conclusion they
remarked that no reference was made by
the company's Bombay manager to the
fact that, by the Japanese Navigation
laws, British steamships are precluded
from carrying passengers, or goods, from
one Japanese port to another. It was
assumed in the letter that the Nippon
Yusen Kaisha are entitled as of right to
participate in the Indian coasting trade.
But no explanation was offered as to
why, if this is so, the British lines are
not similarly entitled to participate in
the Japanese coasting trade. The Com-
mittee suggested to the Bombay Chamber
that the attention of the Nippon Yusen
Kaisha should be pointedly drawn to this
omission, and that their views on the
subject should be invited.

WOMEN IN THE CIVIL SERVICE.
MEMORIAL TO THE PRIME MINISTER.

The following memorial has been sent
to the Prime Minister:
We desire to express to you our con-
viction that the best interests of the
community would be furthered by in-
creasing the number of women in the
Departments of the Civil Service outside
the Post Office, and by improving the
condition of their employment, in which
we would include bringing these condi-
tions into closer conformity with those of
similar work of a good standard outside
the service.

The very great and continued extension
of the authority of the State in matters
closely touching the life of the people
has, in our view, led to a pressing need
for women's services in administration.

We would urge, in respect of clerical
employment:

The women candidates should be
required to attain such an educational
qualification as should fit them for
varied clerical work, and that women
should be eligible for promotion in the
same manner as men clerks.

That women clerks should rank in the
divisions recognised throughout the ser-
vice according to the nature of their
work.

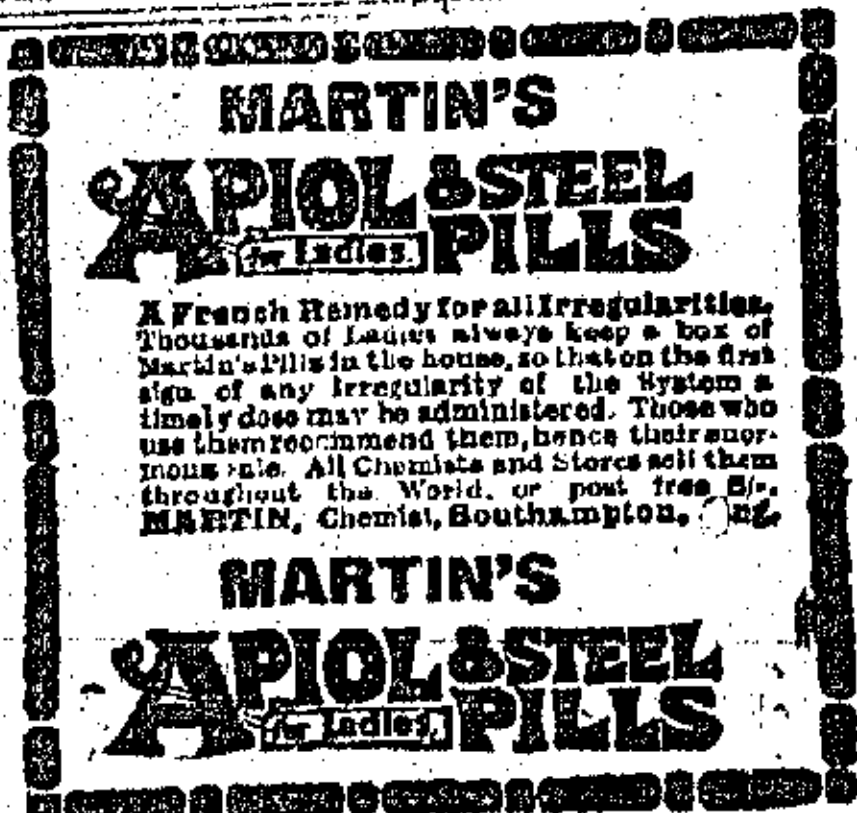
The provision should be made for the
admission of some women to clerkships
of the First Division, especially in
Departments which, like the Education
Office, the Home Office, the Board of
Trade, the Local Government Board,
and the Insurance Commission, are
concerned with women and children, and
with the conditions of home life, and
with the domestic management of institu-
tions.

We would also urge:
That women should be eligible for
scientific and other specialist appoint-
ments, especially in the State Museums,
on the same conditions as men, and with
full opportunities of work and promo-
tion; and

That as there are now 600 women
typists and shorthand writers in the Civil
Service, and a large number of other
women employed in, or in connection with,
the service in various capacities, and as
the number will probably increase, it is
desirable that a suitable woman should
be appointed as a member of the Civil
Service Commission especially if the number
and functions of that body should be
extended.

The memorial was signed in the first
place by many of the principals of
women's colleges, and afterwards by a
number of other persons of distinction,
chiefly in education, including the follow-
ing:

Mr. Arthur Acland, Mrs. Fremwell
Roath, the Master of Trinity, Sir E. T.
Cook, Mr. John Masfield, Professor
Gilbert Murray, Mr. M. E. Sadler,
Mrs. Scherlich, Dr. George Adam
Smith, Mr. J. A. Spender, Mrs.
Humphrey Ward, and Mrs. Sidney Webb.
An explanatory memorandum states
that the memorialists do not contemplate
the flooding of the Government Service
with women, whose useful admission
depends on the good-will of the heads of
departments. The reforms suggested
would carry forward, on good conditions,
at a critical opportunity, a process which
has begun in a spontaneous way and
seems bound to continue.



A POLAR ADVENTURE.

A YEAR ON A MOVING GLACIER.

The first account of the experiences of Mr. Frank Wild and seven companions, all under 30 years of age, who formed the second base of Dr. Mawson's Antarctic expedition, and with characteristic pluck elected to be landed on a moving Antarctic glacier rather than return to Australia, is now available. After a year had passed they were rescued with great difficulty, in circumstances already narrated, by Captain Davis, of the *Aurora*.

The chief result of their exploration was the discovery of a great tract of land, with 250 miles of coast line, probably extending to the Pole itself, which has been named Queen Mary's Land. Mr. Frank Wild was specially selected by Dr. Mawson to command the second party in view of his magnificent record and unique Antarctic experience, for he had not only served with Scott's expedition in 1902, but was also one of Shackleton's "Farthest South" party.

Captain Davis, who landed and also rescued the little band, has written:

"Wild and his men were landed on one of the most hazardous positions in which anyone could be left. After putting the main party ashore Dr. Mawson instructed me to disembark Wild on a low ice shelf, a few miles from the coast. For three weeks we searched for a landing place, by which time coal supplies were running short, and it looked as if we should be unable to land the party at all and should be compelled to return with them to Hobart. One morning, however, we discovered an enormous glacier extending from the main coastline 120 miles to the north, and it was on this floating glacier that we landed. Mr. Wild and his party were eventually landed. After five strenuous days occupied in getting stores, equipment, and hut on to the top of the glacier 30ft. above sea level, we said good-bye to this little party of eight men, who were facing very serious risks rather than return to Australia with their task unaccomplished. On February 22nd this handful of men scrambled over the side of the ship with their blankets on their backs, and had their way across the ice-flow to the top of the glacier which represented all that they had to depend upon for the next twelve months—a black heap of stores in a white waste of snow. They disappeared cheering as they went, and I watched them with feelings of anxiety and admiration as I steamed off on my return to Hobart."

SCRAMBLING ON THE GLACIER.

Speaking to Reuters' representative of his experiences, Mr. Wild said: "The party under my command were G. H. Dovers, surgeon; C. Harrison, artist and biologist; A. O. Hoadley, geologist; S. E. Jones, surgeon; A. L. Kennedy, meteorologist; M. H. Moyes, meteorologist; and A. D. Watson, geologist."

"We left Mawson at his base in Adelie Land, on January 19th of last year, with orders to form a second base on Sabrina Land or Knox Land. The former we soon ascertained did not exist, and impenetrable pack prevented us from getting within sixty miles of Knox Land, with the result that, instead of 400 miles, we cruised for 1,300 miles, and still found no chance of landing. On February 11th we sighted a glacier, which had probably been mistaken by Wilkes for Termination Land, and on the 15th found a landing. This being Shackleton's birthday we named it Shackleton Glacier."

"It looked an impossible spot. It was clearly a moving glacier, and its terrible cliffs, 100ft. high, were badly broken and crevassed. I fully realised the possibility of its breaking away, but thought the risk worth taking. However, I asked all my people separately if they were willing to land, and, trusting to my judgment, they cheerfully consented. We had thought of landing on a fast flow, five or six years old, which we had seen some days previously but fortunately did not, or we should have all been lost."

Landing our hut, stores, etc., and hoisting them up this dangerous cliff was a long and difficult business, and our next aim was to move them from the broken edge to a spot 600 yards distant, where we erected our hut. During these operations the whole party worked fourteen hours a day, and six days after the *Aurora* had departed we were able to leave our tents and occupy the hut. During this period the temperature varied 50deg. dropping as low as minus 15 Fahr. We covered 180 miles in dragging stores between the glacier edge and the hut. We made preparations for sledging, but were detained until the middle of March by blizzards and snow drifts 15ft. in depth."

HELD UP BY BLIZZARDS.

"In the meantime all the sea-ice blew away, leaving us with a perpendicular glacier edge up which it was impossible for penguins or seals to reach, and for five months we had to depend entirely on tinned foods. As soon as the weather permitted a party of six left the hut to lay out a depot on land, which we could see to the south, seventeen miles distant from our glacier. Kennedy and Watson were left at the base. Although, in a direct line, the land lay seventeen miles off, our first journey to it was thirty-three miles in length."

"After eight days' travelling we reached a spot thirty-five miles inland, at an altitude of 2,200ft. Crevasses abounded, and from March 21st for a period of nine days we were kept in camp by the same blizzard which proved fatal to Scott and his gallant companions. We found it impossible to go on and turned back for home. Carrying only 50lb. per man the going was so hard that we only covered a mile and a quarter in eight hours down hill, and sinking three feet in snow. When two miles from our hut another blizzard held us up. One tent collapsed, and its three occupants were unable to move or get food for thirty-six hours."

"The days were now becoming too short, and the weather too uncertain for extensive sledging work, and we made preparations for the winter in our glacier home. We dug a tunnel with caves to hold our stores, and this was entered by means of a trap-door on the top, raised above the snow. The winter was very bad, with constant gales, but we managed

to keep well and cheerful. We had a regular routine, meals at stated hours, work in morning and afternoon off, and we amused ourselves with hockey, football, and skiing in fine weather, and chess, draughts, and cards when unable to venture out. Every Sunday I conducted Divine service in the morning, and we did nothing except essential camp work."

YAST PENGUIN ROOKERY.

"In August we again made preparations for sledging, one party of three going eastward and another to the west. The latter surveyed all the coast line to the point reached by the German expedition of 1902. The western party did most of its travelling on land, at an altitude of two to three thousand feet. On one trip it did 510 miles at that altitude. This party discovered the largest emperor penguin rookery ever recorded. This was on an island sixty-five miles west of our glacier hut, and here were congregated some seven thousand young emperor birds, in addition to innumerable ordinary penguins. The eastern party surveyed as far as 101 E. longitude, and went inland for fifty miles, reaching an altitude of 4,500ft."

"Blizzards were very severe. One exceptionally bad one split a tent, and caused the others to collapse. We were thus without shelter in a hundred miles an hour wind. For five days we lay in a covered hole, 12ft. by 6ft. by 3ft. At intervals the snowdrifts crashed down from a 600ft. cliff 400 yards from us, while giant boulders of ice weighing twenty tons came to within a hundred yards of our hole, which three months later was engulfed."

HOISTING THE UNION JACK.

"On Christmas Day we formally took possession of Queen Mary's Land, and hoisted the Union Jack. I called my companions together to witness the act, as we took the land in the name of the Australian expedition, or King George V. The land is a continuation of King Edward VII. Plateau, has a coast line of 350 miles, and ascends gradually probably to the Pole itself. We photographed the scene, left a canister and a record, and in honour of the occasion had a drink all round from the medical comforts, which fortunately had not been needed."

The ice we met with on the expedition was by far the worst I have ever seen. On our glacier this was partly the result of collisions between more quickly moving masses and our own. These collisions had torn crevasses more than 300ft. wide and 400ft. deep, and the impact had thrown up ice 250ft. to 300ft. high. This evidently extended right out to sea. After covering ten miles we had to give it up. There were, too, magnificent ice cascades twelve miles wide and from two to three thousand feet high. There was a constant upheaval, due to the varying speeds of the ice. At night time the constant grinding of the ice mass and continual reports like pistol shots had a weird effect."

Asked for his worst experience, Mr. Wild said: "On the whole, we enjoyed good health, and there were no casualties. Falling down crevasses was more or less common, and we all got grazed and bruised, while on one occasion Watson was down a crevasse for twenty minutes before we hauled him out. There was, too, the ever-present possibility of finding our hut gone, but fortunately it did not get adrift."

"Our worst experience was in October, when the western party was laid up for seventeen days in a blizzard, the longest on record. Personally, I had never before experienced one of more than nine days. It is difficult to imagine what it meant for three men to be imprisoned in a tent 6ft. across, which got gradually smaller with the piled-up snow outside. There was no room to lie straight, nothing to read, and for seventeen days and nights we never under any pretext whatever, went outside. Sixteen hours out of the twenty-four we spent in sleep. At the end of the blizzard we were weak, but it is extraordinary how soon one picks up. I have known of cases where a man will gain 5lb. or 6lb. in weight after one meal."

RELIEF SHIP SIGHTED.

In conclusion, Mr. Wild said: "We expected the *Aurora* to relieve us on January 31st, but it was not until February 25th that she came. We were beginning to get a bit anxious at her non-arrival, and had, in fact, arranged for a second winter. At eleven o'clock on Sunday Jones and I were out on the floe, when we saw what we thought to be a glacier. Looking through my binoculars, I espied what was undoubtedly the crew's nest of the *Aurora*. I had only just concluded reading service, and the men were all enjoying their Sunday rest, when Jones ran back and told them to get their kit ready. Being Sunday, they could not at first realise what the order meant."

The *Aurora* was a mile and a half off, but six hours later all our belongings had been embarked, and all of us left in a glimmer of hope for home. A very little delay would have meant the ship being frozen in for the winter."

LATEST STEAMER MOVEMENTS.

The American & Oriental Line str. *Jessie* arrived at Boston on the 12th August.

The A.L. str. *Bohemia* left Shanghai for this port on the 11th August, p.m., and will arrive here on the 15th August, at 6 a.m.

The T.K.K. str. *Nippon Maru*, which sailed from San Francisco on the 10th July, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 15th August, between 2 and 4 p.m.

The C.P.R. str. *Empress of Japan* left Yokohama on the 13th August, at 3 p.m., and is due to arrive at Kobe on the 14th August, at 3 p.m.

The American mail ex the T.K.K. str. *Togo Maru* has been transferred to the C.P.R. str. *Empress of Japan*, which steamer is scheduled to arrive here on Thursday, the 21st August. This is on account of the str. *Togo Maru* calling at Manila.



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VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 25th July, and may be expected here on or about 19th August.

The E. & A. str. *St. Albans* left Sydney on the 6th August, for this port (via Queensland Ports, Port Darwin and Manila), and may be expected to arrive here on the 30th August.

The N.Y.K. str. *Komuro Maru* (Australian Line) left Sydney for this port via ports on 6th August, and is expected here on the 29th August.

THE GERMAN MAIL.

The I.G.M. str. *Lutetia*, carrying the German mails, with dates from Berlin of the 23rd July, left Colombo on the 9th August, p.m., and may be expected here on or about the 26th August, a.m.

MERCHANT STEAMERS.

The str. *Thougen*, from Shanghai and Kobe, left Moji on the 10th August, a.m., and may be expected here on or about the 14th August, a.m.

The str. *Gregory Apear*, from Calcutta, left Singapore on the 10th August, p.m., and may be expected here on or about the 14th August, a.m.

The N.Y.K. str. *Tamaki Maru* (American Line) left Seattle for this port on the 15th July, and is expected here on the 17th August.

The Nanyo Yusen Kuni str. *Hokuto Maru*, from Japan, sailed from Moji for Hongkong via Keelung on the 10th August, and is due here on or about the 18th August.

The str. *Glendogon*, passed the Suez Canal on the 25th July for Hongkong via Straits.

The Barber Line str. *Shimosa*, from New York, sailed from Sabang, for Hongkong on the 10th August, and is due here on or about the 19th August.

The Nanyo Yusen Kuni str. *Riojun Maru*, from Java, sailed from Sourabaya for Hongkong direct on the 10th August, and is due here on or about the 21st August.

The N.Y.K. str. *Awa Maru* (American Line) left Seattle for this port via ports on the 29th July, and is expected here on the 31st August.

The Swedish East Asiatic Co.'s str. *Yeddo* left Copenhagen on the 23rd July, and is expected to arrive here on or about the 7th September.

The T.K.K. str. *Buyo Maru* left Manila for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Hirano Maru* (European Line) left London for this port via ports on the 19th July, and is expected here on the 26th August.

The N.Y.K. str. *Tango Maru* (European Line) left London for this port via ports on 2nd August, and is expected here on 10th September.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Laungang, from Amoy, is due in Hongkong 14th August.

SHIRE LINE, LIMITED.

Falls of Okeby, from Moji, is due in Hongkong 16th August.

Den of Crombie, from London, is due in Hongkong 20th August.

Harphage, from Portland, is due in Hongkong 31st August.

WEATHER REPORT.

On the 13th at 11.53 a.m.—Pressure has decreased moderately at Vladivostok, owing to the approach of a depression from the Westward. It has increased slightly along the south-east coast of China, over Formosa and in N. Luzon. A shallow depression is still central to the West of Hainan.

Moderate to light southerly winds are indicated over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.89 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT FORECAST.

• Hongkong & Neighbourhood

Formosa Channel ... The same as No. 1.

South coast of China between (The same as Hongkong and Lianchoa) No. 1.

South coast of China between (The same as Hongkong and Hainan) No. 1.

• S.E. or variable winds, moderate to light; cloudy, some rain.

CHINA COAST METEOROLOGICAL REGISTER.

13TH AUGUST, 1913, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vladivostok	7a.	29.48	69		SE	2	o
Namuro	7a.	29.55					
Hakodate	"	29.60					
Yokohama	"	29.55					
Kobe	"	29.68					
Nagasaki	"	29.72					
Kagoshima	"	29.74					
Osaka	"	29.75					
Naha	"	29.77			SSW	1	1
Ishijima	"	29.76			SW	3	1
Bonin Is.	"	"					
Chefoo	"	"					
Weihaiwei	"	29.59	78	91	W	2	ottr
Hankow	"	"					
Shanghai	"	29.64	78	95	SSW	1	b
Chungking	"	29.70	80		S	3	by
Swatow	7a.	29.72	84				0
Amoy	6a.	29.79	82	87	NE	2	o
Swatow	"	29.72	80	87			0
Taihou	5a.	29.75			S	2	0
Fuichu	"	29.76					0
Tainan	"	29.76			S	2	0
Kosulun	"	29.7					0
Pescadore	"	29.73			SW	1	0
Yokohama	6a.	29.69	78	93	S	1	0
Hongkong	"	29.68			SE	1	0
Gap Rock	"	29.66			SSW	2	0
Vasco	"	29.66	80		SSW	2	0
Wuchow	9a.	"					0
Pakhoi	"	"					0
Phulien	6a.	29.61	77		E	3	lt
Tourane	"	29.65	82		NE	3	0
C. St. James	"	"					0
Apurri	"	29.77	74		SE	1	b
Manila	"	29.80	74				0
Legaspi	"	29.78	74		SSW	1	0
Sancti	9a.	29.83	81		SW	1	0
Udile	"	"					0
Cebu	"	29.85	83				0
Manila	"	29.86	83				0

T. F. CLAXTON, Director.

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the dryness of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b, blue sky, c, detached cloud, d, drizzling rain, f, fog, g, gloomy, h, hail, lightning, o, overcast, p, passing showers, q, squall, r, rain, s, snow, t, thunder, v, visibility, w, dew (wet), 7. RAIN in inches, tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, August 13th

Hongkong Observatory, August 13th			
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.67	29.69	29.71
Temperature	81	78	82
Humidity	82	54	81
Wind Direction	East	South	South
Force	1	1	0
Weather	o	or	o
Rain	—	0.9	—

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WESTWARD.

S.S. "THONGWA," 6,298 tons, Captain O. M. Robins, will be despatched for SINGAPORE, PENANG and CALCUTTA on 19th August.
S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, will be despatched as above on 24th August.
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MANCHURIA	27,000	SATURDAY, 23rd Aug., at 1 P.M.
KOREA	18,000	SATURDAY, 13th Sept., at Noon.
SIBERIA	18,000	SATURDAY, 10th Sept., at 1 P.M.
CHINA	10,200	SATURDAY, 4th Oct., at 1 P.M.
MANCHURIA	27,000	TUESDAY, 14th Oct., at Noon.
NILE	11,000	TUESDAY, 21st Oct., at 1 P.M.
NILE	11,000	TUESDAY, 28th Oct., at 3 P.M.

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13th Sept. MANCHURIA	15th Sept.	2nd Sept. PERSIA	4th Sept.
14th Oct. CHINA	16th Oct.	10th Sept. KOREA	12th Sept.
28th Oct. NILE	30th Oct.	24th Sept. SIBERIA	26th Sept.
25th Nov. PERSIA	27th Nov.	2nd Oct. CHINA	4th Oct.

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HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 14 AUGUST, 1913.

8 a.m. HEUNGSHAN.	8 a.m. FATSHAN.
9 p.m. HONAN.	9 p.m. KINSHAN.
10 p.m. FATSHAN.	6 p.m. HEUNGSHAN.

FRIDAY, 15 AUGUST, 1913.

8 a.m. KINSHAN.	8 a.m. HONAN.
9 p.m. HEUNGSHAN.	2 p.m. FATSHAN.
10 p.m. HONAN.	5 p.m. KINSHAN.

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EXCURSION TO MACAO.

SUNDAY, 17 AUGUST, 1913.

The Company's Steamship "SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamship from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamship connects with the Excursion Steamship returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG" 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons, and S.S. "NANNING" 588 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's Direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. 51

SAN FRANCISCO SCENIC ROUTE TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER & RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU 22,000 tons.

S.S. SHIYO MARU 22,000 tons.

S.S. CHINYO MARU 22,000 tons.

S.S. NIPPON MARU 11,000 tons. (Intermediate)

S.S. HONGKONG MARU 11,000 tons. (Intermediate)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN. PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily Tank Bathing, Cricket, Baseball, Dances and Free Newspaper containing World's happenings by Wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.
Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.
New Landscapes and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal George of Colorado.
Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern ports.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 623.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57) 75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th August, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SEATTLE (CALIFORNIA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Sept.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardesses, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplicon, Lucerne, Paris, Calais or Boulogne, Class I £28.15, II £26.15.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bale, Leon, Calais or Boulogne, Class I £28.15, II £26.15.

BY SEIMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £24.15, II £22.15.

BY TAVERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15.

TO SHANGHAI.

S.S. "AFRICA," 6,840 tons, will leave as above on 31st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

to KOBE via SHANGHAI, YOKOHAMA.

S.S. "AUSTRALIA," 14,000 tons, will leave as above about 30th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDELL, WILDER & Co., Agents,

Hongkong, 11th August, 1913. Prince's Building. 152

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION.	STEAMER.	Tons.	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 7th Sept.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYAZAKI MARU Capt. Soyeda,	16,000	{ WED. DAY, 27th Aug., at Daylight.
	KITANO MARU Capt. F. E. Cope,	16,000	{ WED. DAY, 10th Sept., at D'light.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	TAMBA MARU Capt. Teranaka,	12,500	{ TUESDAY, 26th Aug., at 4 P.M.
	AWA MARU Capt. R. Shimizu,	12,500	{ TUESDAY, 9th Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi,	9,600	{ WED. DAY, 27th Aug., at Noon.
	KUMANO MARU Capt. M. Winckler,	9,600	{ WED. DAY, 24th Sept., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	KIRIN MARU Capt. M. Deguchi,	6,000	{ SATURDAY, 23rd August.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Richards,	6,000	{ MONDAY, 18th August.
KOBE and YOKOHAMA	IYO MARU Capt. Hirase,	12,500	{ THURSDAY, 14th Aug., at 11 A.M.
SHANGHAI, KOBE and YOKOHAMA	CEYLON MARU Capt. Togoichi,	12,000	{ MONDAY, 18th August.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU Capt. M. Winckler,	9,600	{ TUESDAY, 26th Aug., at 11 A.M.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tozawa,	6,000	{ FRIDAY, 15th August.

§ Fitted with New System of Wireless Telegraphy.

† Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due (Brindisi 2 days earlier)	Due (London 1 day later)
DELTA	August 16	MONGOLIA	Sept. 14	Sept. 20
ARCADIA	August 30	MACEDONIA	Sept. 27	Oct. 3
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	Oct. 11	Through Steamer	Nov. 8	Nov. 14
DELTA	Oct. 25	MARMOIRA	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On and after the present date the Fares to London and Marcellles will be as follows:—

	1st Saloon	2nd Saloon	Accommodation	Single	Return
LONDON	£85	£59	£24	£27	£29
MARSEILLES	£85	£59	£24	£27	£29
MARSEILLES	£85	£59	£24	£27	£29
MARSEILLES	£85	£59	£24	£27	£29

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG About	Due MARSEILLES About	Due LONDON About
NAMUR	August 20	Sept. 25	Oct. 5
NANKIN	September 3	October 9	Oct. 18
NYANZA	September 17	October 24	Nov. 2
NORRE	October 1	November 5	Nov. 15
NILE	October 15	November 19	Nov. 29
SYRIA	October 29	December 2	Dec. 11
SUMATRA	November 12	December 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st Saloon £50 Single, £75 Return.
2nd Saloon £33 Single, £52 Return.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	8 A.M.	Freight and Passage.
	Capt. S. Burham	14th Aug.	
LONDON via USUAL PORTS	DELTA	Noon	See Special of Call
	Capt. E. F. Martin, R.N.	16th Aug.	Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NAMUR	About 20th Aug.	Freight and Passage.
	Capt. A. Collyer		
SHANGHAI, MOJI, KOBE, NOKO and YOKOHAMA	NORE	About 23rd Aug.	Freight and Passage.
	Capt. D. Aubrey		

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th August, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	LUCHOW	On 14th Aug. 4 P.M.	
HONGKONG & HAIPHONG	SUNGTANG	On 16th Aug. 9 A.M.	
SHANGHAI	LIAN	On 16th Aug. 11 P.M.	
WEIHAIWEI & TIENTSIN	KUICHOW	On 17th Aug. 4 P.M.	
MANILA, CEBU and ILOILO	TAMING	On 19th Aug. 4 P.M.	
SHANGHAI	ANHUI	On 21st Aug. 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation, Ample Electric Fans fitted, Extra State-rooms on Deck, all on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LIAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans, in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bill of Lading to all Yangtze and Northern China Ports.

R.F.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$5.....RETURN \$75.

For Freight or Passage apply to—
HONGKONG, 14th August, 1913. BUTTERFIELD & SWIRE, AGENTS

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

S.S. SCANDIA	17th Aug.
S.S. DOKERMARK	23rd Aug.
S.S. SENEGAMBIA	29th Aug.
S.S. LIBERIA	11th Sept.
S.S. ALBENGA	18th Sept.
S.S. SUEDEMARK	26th Sept.
S.S. ARABIA	3rd Oct.
S.S. SEGOVIA	10th Oct.
S.S. ALTMARK	17th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th August, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 15th Aug., at 11 A.M.
"HAIYANG"	Capt. A. B. Hodgins	TUESDAY, 19th Aug., at 11 P.M.
"HAITAN"	Capt. J. S. Enoch	FRIDAY, 22nd Aug., at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	(SUNDAY) 17th Aug., at 10 A.M.
		(WEDNESDAY) 20th Aug., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the Full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 14th August, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	30th August	On 16th Aug. 11 A.M.
ALBIONHAM	20th September	On 19th Sept. 11 A.M.
EASTERN		On 21st Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. State-rooms have Electric Fans, and daily qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug., Noon.
TENYO MARU	E. Bent	MONDAY, 1st Sept., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 25th Sept., at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene	FRIDAY, 17th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.
(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the FERROVIA NACIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU and KIYO MARU

Fly between HONGKONG and COBONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, OALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec., at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 15th Aug., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 25th Aug., 4 P.M.

Electric Light. Fans in every Cabin. Competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 7th August, 1913.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug., at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 4th Sept., at 1 P.M.
"PANAMA MARU"	J. Kameo	WEDNESDAY, 17th Sept., at 1 P.M.
"SEATTLE MARU"	T. Saiko	THURSDAY, 2nd Oct., at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct., at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct., at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	A. Yamamoto	THURSDAY, 4th Sept., 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 2nd Sept., 4 P.M.
"INDO MARU"	K. Komiya	THURSDAY, 2nd Oct., 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug., P.M.
"INDO MARU"	K. Komiya	SATURDAY, 20th Sept., P.M.
"LUZON MARU"	H. Yamamoto	TUESDAY, 21st Oct., P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

"KAIJO MARU"	Y. Yamamoto	Leaving
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FOR TAMSUI VIA SWATOW AND AMOY.

"SHOSHU MARU"	T. Fuchigami	SUNDAY, 17th Aug., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 24th Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU"	K. Tashiro	WEDNESDAY, 20th Aug., at 10 A.M.
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FOR CANTON.

"SOSHU MARU"	K. Tashiro	FRIDAY, 15th Aug.
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These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central). For FURTHER INFORMATION, apply to

Z KAMIYA
MANAGER
Second Floor, No. 1, Queen's Building

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE"	23,300	Wed. day, 20th Aug., at 10 A.M.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW"	17,300	About Wed. day, 20th Aug.
KOBE and YOKOHAMA	"PRINZ WALDEMAR"	6,000	About Tuesday, 19th Aug.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	5,000	About End of August

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 9th August, 1913

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address—"DOCK," Yokohama.

Codes used.—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 451 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

92 buildings, principally of brick and steel, 310 entrances. 37 buildings are private bonded warehouses. Floor area 68,248 square yards, or 14.1 acres. Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Basin, 690 feet by 100 feet by 25 feet deep, adjoining the docks and warehouses.

ON SALE.

NAVAL SQUADRONS

THE DIRECTOR & CHRONICLE 1913.

FOR CHINA, JAPAN, CORSEA, INDO-CHINA, SIAM, STRAITS, SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherland India to Siberia, in which Europeans reside. Not only is the Directory as full and complete as each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year most of which will serve as accurate guides for the tourist, giving every detail in connection with the place, their History, topography, etc. &c. The information in these descriptions, consisting of a hundred interesting articles, packed with facts closely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps and Plans, pp. 1,832, \$10.00. Directory only pp. 322, \$6.00.

The Directories and Descriptions are of

CHINA

Peking	Soochow	Canton
Tientsin	Chinkiang	Whampoa
Peitshai	Nanking	Kowloon
Chinwangtao	Yulu	Lappe
Kau	Kowling	Samsui
Anking	Rankow	Kongmoon
Manchurien	Yechow	Nanning
Trade Centre	Shasi	Wuchow
Newchwang	Ichang	Kwangchow
Port Arthur	Chungking	Pekhoi
Chefoo	Hankow	Hohow
Weihsuiwei	Ningpo	Lungchow
Kioochau	Wenchow	Mingze
Tientsin	Santa	Hokow
Amoy	Pechow	Szebo
Shanghai	Amoy	Swatow

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tsushima
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tsuzumi	

EASTERN SIBERIA

Vladivostok	Nicojevsk
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CROSEN

Seoul	Wonsan	Mokpo
Chungmu	Fusan	Chinnampo
Kusan	Pingyang	Songha

HONGKONG AND ITS DEPT. DEPENDENCIES.

Hanoi	Indo-China	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu
Samarak	Labuan	British N. Bora
Brunei		

BANGKOK

Singapore, Penang, Malacca, Prov. Wellesley	Malay States
Perak	Selangor
Negri Sembilan	Johore
Kelantan	Tromngau
	Perlis

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PLAN OF FOREIGN CONCEPTION, SHANGHAI

PLAN OF HONGKONG (HONGKONG) with

Showing the EXTENDED SERRAVALLO

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